HONDA ServiceNews January 2003

Creaking From A-Pillar When Turning Left: '02 CR-V

If owners of '02 CR-Vs are complaining of a creaking from the A-pillar when turning left, the problem may be the right front engine mount on the cam chain side. If the rubber in the mount is misadjusted or faulty, it can make a creaking, ticking, or spot-weld-like noise that seems to be coming from the base of the front passenger's A-pillar.

To check if the engine mount is causing the noise, hook up a STEELMAN® ChassisEAR™ diagnostic tool (T/N JSP-SM06600) to the engine mount, and duplicate the noise. If the noise is the loudest at the right front engine mount, loosen all of the engine mount bolts, and retighten them according to the tightening sequence on page 5-11 of the 2002–03 CR-V S/M. If the noise remains, replace the rubber part of the right front engine mount.

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Moonroof Glass Doesn't Fully Close: '03 Accord

On '03 Accord EXs and EX-V6s, a defective moonroof limit switch can stop the moonroof motor about **2 inches** before the glass fully closes. To fix this problem, replace the moonroof limit switch. Refer to S/B 03-003, *Moonroof Does Not Close Completely*.

Can't Program HomeLink®? Clear the Memory

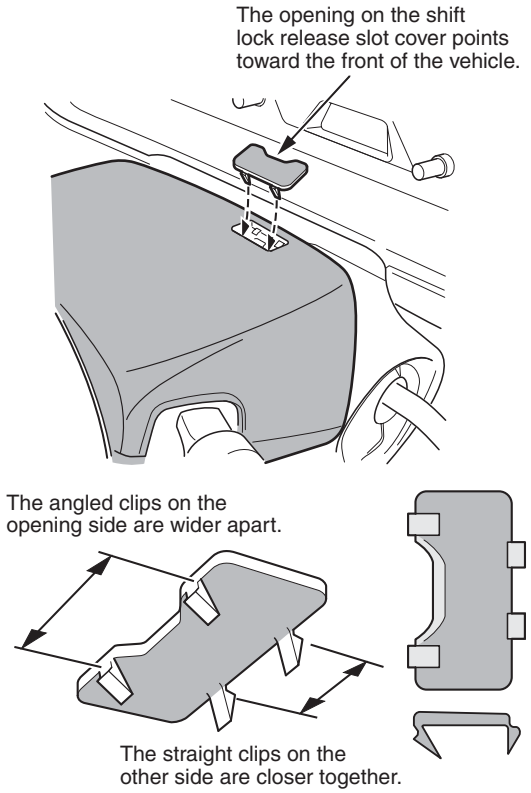
Getting complaints from owner's of '98–03 Accords, '99–03 Odysseys, or '03 Pilots that they can't program HomeLink? The problem may be there's test info stored in its memory. You can't program HomeLink if there is. To clear this data, just press and hold the two outside buttons on HomeLink for about **20 seconds** until the red light blinks. If you still can't program HomeLink, make sure the map lights work OK. If they do, there's a problem with the unit. Call HomeLink at **800-355-3515**.

HomeLink® is a registered trademark of Johnson Controls™.

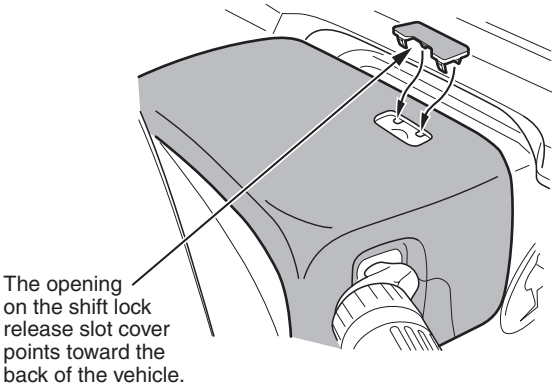
Install the Shift Lock Release Slot Cover Correctly

When you reinstall the shift lock release slot cover on a '99–03 Odyssey or '03 Pilot, be really careful. The cover is made to snap into the opening in the upper steering column cover in just one direction. If you try to install the cover in the other direction, you'll break off its retaining clips. And as an extra precaution, make sure you snap in the side with the two *straight* retaining clips first, then the side with the two *angled* clips.

ODYSSEY:


The opening on the shift lock release slot cover points toward the front of the vehicle.
The angled clips on the opening side are wider apart.
The straight clips on the other side are closer together.

PILOT:



Check ATF Condition to Diagnose A/Ts

NOTE: This article applies to '96–03 Accords, '96–03 Civics, '96–03 Odysseys, '96–02 Passports, and '96–01 Preludes.

You can tell a lot about what's ailing a sick A/T just by looking at the condition of its ATF. It can help you accurately diagnose an A/T problem before you replace solenoids or order a reman A/T. Here's how you do it:

1. Use a fine-mesh strainer to drain the ATF from the sick A/T and A/T cooler into a clean container. (A disposable paint strainer or coffee filter works great for this.)

2. Look at the condition of the ATF:

   - If the ATF is very clean and the A/T slips, flares, or shifts harshly, solenoid replacement will usually fix this problem and it's an inexpensive alternative to replacing the A/T.

   - If the ATF has lots of metallic particles swirling around in it, don't bother replacing solenoids because the problem will most likely happen again. A reman A/T is your only option. Make sure you flush the A/T cooler and lines before installing the reman A/T (see S/B 89-022, *A/T Cooler Flushing Procedure* or refer to the appropriate S/M). If you don't, any contaminants from the cooler and lines will get inside the A/T and then you'll be dealing with a comeback.

   - If you're not sure if the contamination is normal, try draining the ATF from a healthy A/T through a paint strainer into another container, and comparing the fluids. But keep in mind, some amount of fluid discoloration is normal and even large metallic particles on the magnetic drain plug is OK.

Low Power, Rich Fuel, Black Smoke: '98–02 Passport

Got a '98–02 Passport that's low on power, has an overly rich fuel mixture at the No. 6 cylinder, or spews black smoke out the exhaust pipe? A leaking fuel pressure regulator diaphragm could be the problem. To check if it is, remove the fuel pressure regulator vacuum hose, and see if the hose has fuel in it. If it does, replace the fuel pressure regulator.

Muffler Rattles or Buzzes on Acceleration

If owners of '02–03 Odysseys are complaining of hearing a rattle or buzz when accelerating, the problem may be a bad muffler. You can check if the muffler is the culprit by hooking up a STEELMAN® ChassisEAR™ diagnostic tool (T/N JSP-SM06600) to the muffler and duplicating the noise. If the noise is the loudest at the muffler, the muffler is bad and needs replacement.

Searching ISIS for DTC Info

When doing a search in ISIS for DTC-related problems, make sure you're entering the keyword correctly. The second character of a DTC such as P0301 is the number **0**, not the letter **O**.

B-CAN Troubleshooting Tips: '03 Accord

When troubleshooting the Body Controller Area Network (B-CAN) on a '03 Accord, do Test Mode A on page 22-96 of the 2003 Accord S/M, then refer to these tips:

- Record all symptoms, and carefully check the vehicle for installation of non-Honda accessories.
- Record all B-CAN DTCs and all system-related DTCs (PGM-FI, TCS, etc.) that are set.
- If DTC B1177 [abnormal battery voltage (7.5V)] is set, test the battery, and charge it if needed. Low battery voltage can cause false DTCs that may not have a thing to do with the actual problem.
- Clear all DTCs, and find out which DTCs come back.
- Record the DTCs that come back, and sort them by DTC type using the DTC Troubleshooting Index on page 22-107 of the S/M.
- Troubleshoot the DTCs in this order:

  1st – Internal error or battery voltage

  2nd – Loss of communication

  3rd – Signal error
- If you've got multiple DTCs of a certain type, such as three loss of communication DTCs, always start your troubleshooting with the DTC having the *lowest* numeric value (for example, troubleshoot DTC B1006 before DTC B1058).

Engine Cranks but Doesn't Start: '02–03 Odyssey

On '02–03 Odysseys, if the starter motor cranks but the engine doesn't start, or the No. 6 (15A) ECU fuse in the driver's under-dash fuse box blows again and again, check if the wiring harness is rubbing against the battery tray. If you notice any damage to the harness, repair it as needed.

S/M Fix: DTC P2646, P2648, '03 Accord V6

The troubleshooting procedures for DTC P2646 (VTEC oil pressure switch circuit low voltage) and DTC P2648 (VTEC solenoid valve circuit low voltage) in the '03 Accord V6 Supplement need fixing. Make these changes to your copies of the S/M:

Page 11-213, steps 23 and 27: Change the text to read "Test-drive under the following conditions: Accelerate in 1st *gear* to an engine speed over *4,900* rpm."

Page 11-216, step 15: Change the text in the first bullet to read "Accelerate in 1st gear to an engine speed over *4,900* rpm."

Page 11-217, step 19: Change the text to read "Test-drive under the following conditions: Accelerate in 1st gear to an engine speed over *4,900* rpm."

New ECM Fixes DTC P1164 or P1486 Problems

The ECM listed in S/B 02-081, *Emissions Recall: Insight ECM*, can also be used to fix problems associated with these DTCs:

- DTC P1164 [A/F sensor (sensor 1) range/ performance problem]
- DTC P1486 (cooling system malfunction)

If you need to order this ECM, use this ordering info:

- **'00 Insight:** P/N 37820-PHM-345 H/C 7353030
- **'01 Insight with M/T:** P/N 37820-PHM-316 H/C 7353022

Rear Brake Shoe Kits Now Available

Rear brake shoe kits for '94–03 Accord 2-doors, '98–03 Accord 4-doors, '01–02 Civics, '97–01 CR-Vs, '00–02 Insights, and '99–01 Odysseys are now available in Honda parts stock. Use this handy chart when ordering:

Model/Year	Part Number	Honda Code
1994–03 Accord 2-door	43053-SM4-A00	4121760
1998–03 Accord 4-door		
2001–02 Civic	43053-S5D-A00	7141955
1997–01 CR-V	43053-S10-A00	7215536
2000–02 Insight	43053-S3Y-950	7148463
1999–01 Odyssey	43053-S0X-000	7142136

Engine Cranks but Doesn't Start; Immobi Light Blinks

NOTE: This article applies to all Honda models with a Type 2 immobilizer system. This includes '98–02 Accords and Accord V6s, '00–02 Insights, '99–02 Odysseys, and '00–02 S2000s.

If the starter motor cranks but the engine doesn't start, watch the immobilizer system indicator on the instrument panel. If the indicator blinks while cranking, connect a PGM Tester to the 16P data link connector (DLC). If the green power LED on the PGM Tester doesn't come on, and if the PGM Tester asks you if this is an electric vehicle, refer to the appropriate ETM to locate and check the ground path for the DLC and the immobilizer receiver.

The DLC and the immobilizer receiver share the same ground. If the path to ground is poor, the immobilizer receiver can't communicate with the ECM/PCM. Since the ECM/PCM doesn't get the proper coded signal from the immobilizer receiver, it shuts down the fuel system and causes the immobilizer system indicator to blink.

If you want further proof of this diagnosis, just plug a 12-volt PGM Tester power adapter into the accessory power socket, and connect it to the PGM Tester. If the engine starts, the adapter is supplying a ground for the immobilizer receiver through the PGM Tester and the DLC.

Power Sliding Door S/B Index: ’99–03 Odyssey

Our factories in Canada and Alabama have gotten ’99–03 Odyssey power sliding door lock assemblies through warranty that, when tested, were determined “No Trouble Found.” This is leading them to believe that our dealers aren’t doing a good job of troubleshooting and are replacing power sliding door locks needlessly. To ensure that ~~you’re~~ not contributing to this problem, refer to the S/Bs listed in this handy chart before you replace any parts.

Service Bulletin Number	Issue Date	Service Bulletin Title	Comments
01-051	5/8/01	Power Sliding Door Operation and Troubleshooting	Provides basic understanding of the power sliding door and also offers several troubleshooting tips.
01-020	11/27/01	Power Sliding Door Does Not Close Completely	Provides troubleshooting for power sliding doors that only close to the half-latched position.
99-072	11/20/01	Sliding Door Alarm Beeps	Addresses door adjustment and includes the latest junction switch replacement procedure.

Tips From Training: Sliding Door Control Unit Damage

Roger Ross, Training Center Coordinator in Alpharetta, GA, passed along this important tip you need to remember when doing steps 42 thru 50 in S/B 99-072, *Sliding Door Alarm Beeps*. He says to make sure you disconnect the negative battery cable before you clean the sliding door ground bolt holes, as directed in the NOTICE. If you don’t, you can have a potential voltage surge and damage the sliding door control units. Roger says he’s had many service techs experience this problem. Some have wasted two control units on one vehicle by not following this procedure.

Squealing From Rear Quarter Windows

On ’99–03 Odysseys, a bad bearing in the quarter window motor can cause some nasty squealing when the rear quarter windows are opened or closed. To silence the squeal, replace the affected quarter window motor. Order these parts:

- **Left Opener:** P/N 73570-S0X-A02
H/C 6789549
- **Right Opener:** P/N 73520-S0X-A02
H/C 6789531

Doors Don’t Unlock in Cold Weather: ’03 Accord

With old man winter bearing down on us now, have you gotten any complaints from ’03 Accord owners that they can’t unlock the doors? If you have, the problem may be frozen door lock knob cables.

The door lock knob mechanism in ’03 Accords uses a cable instead of a lock rod. If your customer got the windows tinted, water can get inside the lock knob area and run down into the cable during the tinting process. If the temperature then drops below freezing, any water in the cable freezes solid and prevents the cable from sliding properly.

To loosen up the door lock knob, you need to remove the door panel and carefully run a heat gun across the entire length of the cable. This evaporates any moisture. And to prevent this from happening to other Accord owners that are having their windows tinted, tell the window tinting guys to make sure they don’t get water down inside the lock knob area.

AUTOMOTIVE Youth Educational Systems YES ®

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